



## Official and Classified ADVERTISEMENTS

Continued from Page 31

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BOX No. 815

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BOX NO. 833

WANTED Gearbox to suit  
Gardner 6LW. Telephone: Brighton  
691082.

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## Official and Classified ADVERTISEMENTS

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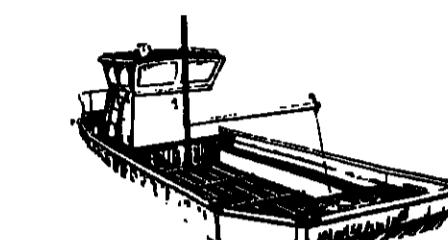
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WANTED 40/100ft. Fishing vessel not more than 10 years old also mackerel and mackerel or white fish trawler pair or single trawler. Box No. 814.

WANTED gear box to suit Gardner 6LW. Telephone: Brighton 691082.

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# FISHING NEWS

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## EASTER WEEK MARKET FLOP

### After the closure: Aberdeen waits for new quay

ABERDEEN'S fishing industry is fighting hard to secure alternative landing space to replace nearly 1,000 ft. of market being taken out of service next week because it is unsafe.

Ministers are being lobbied to ensure the speedy reconstruction of the fish market, but the port's long-planned £2m. project has had to be shelved to make way for a less sophisticated single-storey market building.

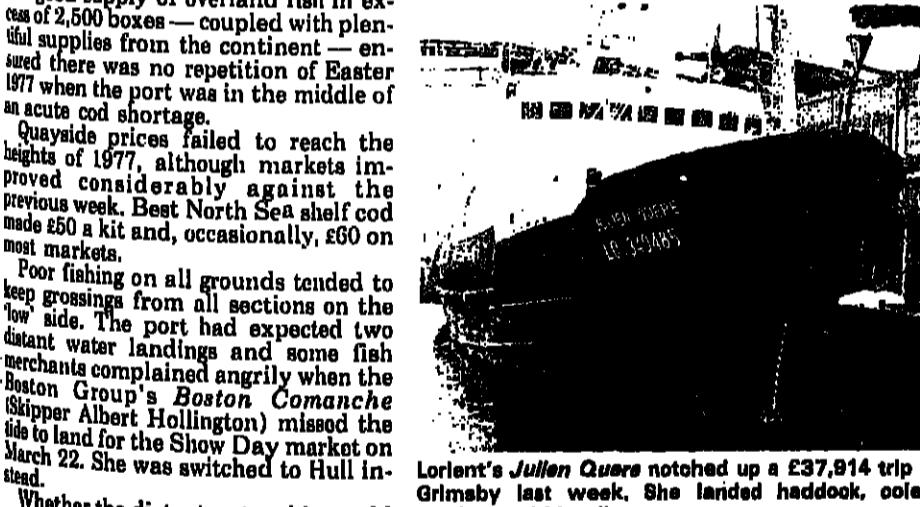
This will be a pre-fabricated — and a far cry from the planned fish market which included underground car parking and offices.

Angry representatives of all sections of the local fishing industry have tackled Aberdeen Harbour Board to provide temporary landing facilities to replace the unsafe section which could berth five vessels and take up to around 6,000 boxes of fish.

An area of Pacific Wharf, a commercial deepwater berth adjoining the fish market at Commercial Quay, is being switched to fish.

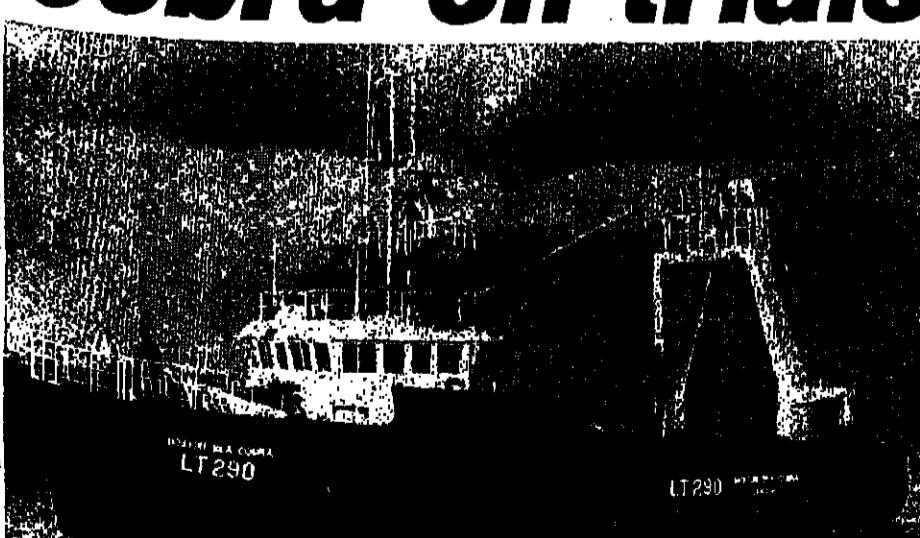
However, Robert Allan, chief executive of Aberdeen Fishing Vessel Owners' Association, said the wharf would not be ready for use early next week.

Continued on page 17



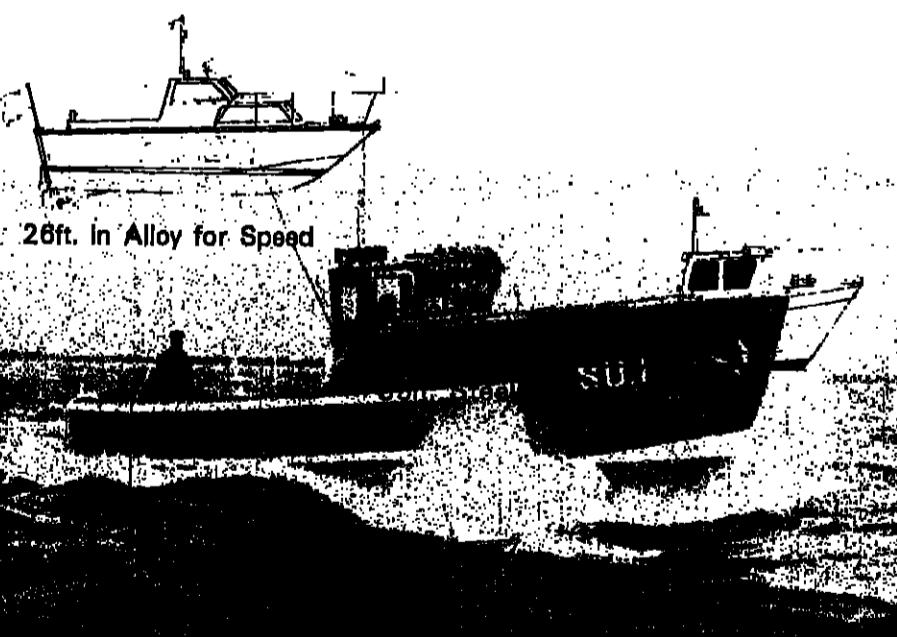
Lorient's *Julien Quere* notched up a £37,914 trip at Grimsby last week. She landed haddock, cod, whiting and blue ling.

## 'Cobra' on trials



THE Boston Group's latest stern trawler, *Boston Sea Cobra*, went on fishing trials from her home port of Lowestoft on Tuesday last week. The 86-footer was built by the Richard Shipyards and is powered by a diesel of 700 hp.

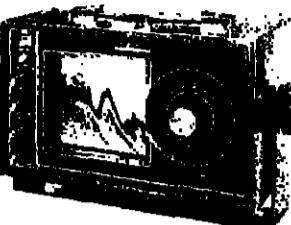
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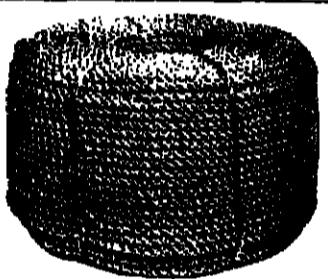
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*Arato Gallard lands to the giant Eastern Bloc processing ship Antarktika. The small noise from this continuous operation has upset nearby residents.*

## EASTERN BLOC SHIPS THREATENED AGAIN

— 'smell and noise'

THE GOVERNMENT is being asked to ban the return next autumn of Eastern Bloc factory ships now processing fish in Falmouth's outer harbour.

In a letter to Fisheries Minister, John Silkin, and Environmental Minister, Peter Shore, residents say they are "appalled at environmental problems inflicted on people living around Carrick Roads and Restronguet Creek."

The protest letter says: "When the wind is in most quarters, one or more of the shores suffer the smell of stinking fish and are subject to engine noise which can be obnoxious and intrusive up to several miles from the source, and is continuous throughout 24 hours."

"The ratepayers who live in properties around Carrick Roads have a right to a reasonable level of peace and quiet."

At Arbroath and Duns, Berwickshire, it was recently said by a naval officer that members of his crew had eaten salmon discovered in nets of fishing boats whose skippers had been charged with illegal fishing for salmon.

In the Arbroath case five salmon were found in nets belonging to Skipper Walter Whittle. One was kept for evidence at Skipper Whittle's trial, but the other four were eaten by the crew of HMS *Shawington*.

Offensive smells frequently necessitate closure of windows, says the letter.

It urges the ministers not to grant permission for the fish factory ships to return next autumn for the next mackerel season.

"We do not wish to interfere with the trade in fish," says the letter, "but do not believe it should be carried out to the detriment of a large

section of the populace.

"To this end we would suggest that all the factory ships should be stationed out in Falmouth Bay, at a distance sufficient from the shore not to cause a nuisance to the residents of the area."

The factory ships have been processing fish caught by British trawlers and then transferring it to bigger Russian vessels in Falmouth Bay for delivery to foreign

markets. They had been under threat from the EEC which has already banned Soviet trawlers from fishing in EEC waters.

Jon Carroll, director of Joint Trawlers International Ltd. of Surrey, which has arranged the operation, said:

"We would like to continue the exercise, although we don't know yet how the powers-that-be will view it next autumn."

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In the Duns case only one salmon was caught and it was eaten by the same crew.

Mr. Welsh said on Tuesday: "I want the Secretary of State for Scotland to tell me if this is right." Surely they were consuming evidence.

• Salmon court cases — see opposite page.

## Salmon fine halved

SKIPPER Walter Whittle (30) of Arbroath, Scotland, who was convicted of illegally fishing for salmon off the port earlier this month, has had his original fine halved.

Sheriff Principal R. R. said that drift net fishing in the area was very prevalent in the area. With the high prices for salmon it can be a very profitable pursuit.

The fact that Parliament can allow fines of up to £50,000 for such cases was indicative of their concern to prevent the valuable and vulnerable species from being fished to extinction.

He added: "It is significant that when the helicopter was overhead you had the empty part of the net withdrawn, but disjoined and left in the sea the part of the net containing salmon because you

were unwilling to bring salmon on board with a helicopter watching."

He said: "I will fine you £2,500. The net and salmon will be forfeited and I will order the net to be destroyed."

"In the course of your evidence you said you had other nets and were fishing with them in the same way. If you are convicted in this court of a similar offence, a much more serious penalty will be imposed."

Afterwards, Skipper Whittle said: "The question of appeal by me is under consideration. I am guided by my lawyer in this."

Below: the skipper and crew of St. Nicholas II found guilty. Skipper Robert Aitchison was fined £1,000 and his son and son-in-law, £500 each. Their £1,000 net was confiscated.



## Burnmouth men to pay £1,750

But, because of a technicality, no penalty was imposed. Defence advocate, Andrew Hardie, pointed out his client had not been served with a notice of the penalties as was obligatory under the Criminal Procedure (Scotland) Act.

Judgement on John Wilson of Tynemouth, Berwick, skipper of the St. Abbs boat *Rachel Douglas* who has also denied drift netting for salmon, was reserved.

He accepted he was using a drift net ... but to catch mackerel.

• James Dougal, skipper of *Silver Viking*, has denied shaking his list out at the protection ship, as reported in *Fishing News* last week. In evidence it was stated that he could have been shaking a fist, or indicating he was making for harbour.

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THE NATIONAL Press has made much news of the massive oil pollution caused by the wrecking of the tanker Amoco Cadiz off the coast of Brittany. The amount of damage to shellfish beds in these coastal areas which have been smothered and destroyed by the thick tide of crude oil could be considerable.

There are fears that the huge oil slick will eventually pollute our own beaches — however, the massive clean-up operation may help to contain the problem if weather conditions are favourable.

Even so, this is one of the largest oil disasters which has ever occurred and it will have devastating effects on the French shellfish industry.

The greatest damage will be to the largest beds of oysters in the numerous estuaries which extend along the coast of Brittany.

Oil will both smother and affect the feeding of oysters and other shellfish like cockles and mussels, causing death. In Brittany the oysters are held in "parcs" where

## shell fish chat

appeared suitable for commercial development in the Mediterranean area. These included mussels, oysters, shrimps, prawns, eels, mullet, sole, bass, brill and bream.

The five-day meeting was organised by the Food and Agriculture Organization (FAO) and the United Nations Environment Programme (Unep) with the help of the Greek Government.

SCIENTISTS representing at least 14 Mediterranean countries met in Athens, Greece, in March to discuss the prospects of increasing the fish and shellfish yield by systematic fish farming.

A working document at the meeting listed ten kinds of fish and shellfish which are held in "parcs" where

they are grown and fattened. It is these "parcs" which will have been polluted by this massive oil spill.

Mobile animals like crab and lobster, which live in the deeper water, are less likely to be affected by the oil. The main point is that while the oil is floating on the surface of the sea it does little damage — the problem occurs when it washes on to beaches or after it is sprayed with "dispersants" and it settles on to the seabed.

Oyster seed can be purchased from hatcheries (there are three in the UK) and scallop seed can be collected in certain selected parts of the south and west coasts and then grown-on in trays.

Marketable size of the native oyster and the Pacific oyster can be reached in between three and four years and 18 months to two years respectively.

Queen scallops take about two years to reach commercial size and the King scallop will take four to five years to reach market size.

So far no commercial groups in this country nor crustaceans such as lobsters, prawns or crabs. The Worshipful Company of Fishmongers does have a lobster rearing project at Conwy, North Wales, but the project is still in a development phase. Full marks to the Fishmongers Co. for venturing into the realm of shellfish culture!

Some countries "raise" lobsters. This means producing the young — the larvae and the juveniles — in the hatchery and then, when they have passed through the most vulnerable stage, releasing them into the sea.

This type of stocking was begun by the US Fisheries Commission in 1885 and was trialled rather later in northern Europe.

Doubts were expressed about the potential of prawn culture in this region because of the long growing period and the high costs of feeding — and trials have shown that female prawns often devour their newly-hatched larvae.

If it agrees on a programme of pilot projects, the United Nations Development Programme has agreed to put up \$3 million (£1,500,000) to finance it.

This could be a big boost to Mediterranean fish produc-

tion where the demand is three times higher than the supply.

CONSIDERABLE progress has been made over the past decade over the prospect of farming shellfish in colder waters and the commercial production of certain molluscs is already underway.

Oyster seed can be

and licensed. He said: "Controlled use of dispersants will have little or no effect on local fisheries — the oil itself is much more toxic."

Dr Edwards explained to fishermen how dispersants are 1,000 times less toxic than those used on the Torrey Canyon oil slicks which were threatening both the south coast of England and the Channel Islands.

On both Jersey and Guernsey fishermen were ready to help use oil dispersants and preparations were being drawn up to ban all spraying in coastal waters.

The fear of heavy pollution of the Channel Islands diminishes daily. Light oil slicks might eventually enter Jersey waters but so far tides indicate that the oil will remain close inshore along the French coast.

The strong winds and heavy seas over the weekend prevented Jersey boats putting to sea and have effectively broken up the oil. So far local fisheries have not been affected.

The research vessel Corella, from the Lowestoft Research Laboratory, will leave for the area towards the end of this week.

"This is a unique opportunity for us to study the behaviour of oil at sea and see what tests are approved

guage the long term effects," said Alan Preston, deputy director of the laboratory.

Corella will set up a number of sampling stations at varying distances from the tanker. These will test the flow and depth of the oil and collect samples of water and sea life.

After two or three days of tests Corella will return to Lowestoft where her samples will be analysed.

If they prove to be informative another research vessel will be sent out when the main oil pollution has been cleared.

Only dispersants which

are approved

will be used.

It is done in France and the USA, but only one hatchery in each of these countries is involved in this type of venture.

Producing juvenile lobsters is expensive and governments are not keen to spend this type of money when the return in catches of lobsters is not guaranteed.

When I win the pools I'll set up a lobster hatchery in a nice spot on the Dorset coast and help the local lads to get their pots full of lobsters.

I'm often commenting (really meaning!) about the price we get paid for our crabs. In a MAAF leaflet I saw a comparison between prices of lobsters, crabs and Nephrops.

The graph shows the range of prices paid by merchants in Billingsgate market during 1976 for unselected lobsters.

Prices are relatively high from May to September when landings are high but the graph shows prices higher in the autumn and winter when cold weather storms reduce catches the demand increases.

The prices, between £73 for crabs and £67 for lobsters when adjusted to take account of inflation, show there was little change in their real price over the period.

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66-footer**

THE six-man crew of the 66 ft. Scarborough-based wooden trawler Pathfinder was "over the moon" on Tuesday when the boat grossed an incredible £18,351 for a six-day trip.

The twin-Gardner engined trawler grossed £18,500 earlier this year at Grimsby and this was the boat's best-ever trip. Now, she has topped this by almost £2,000.

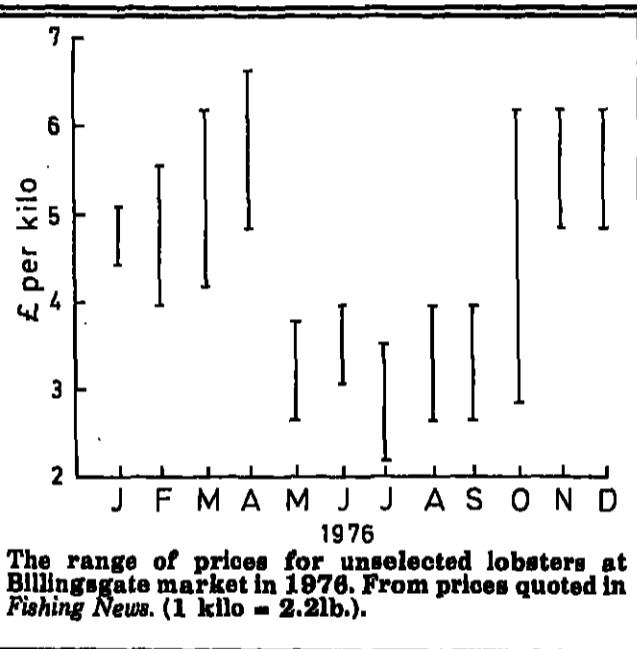
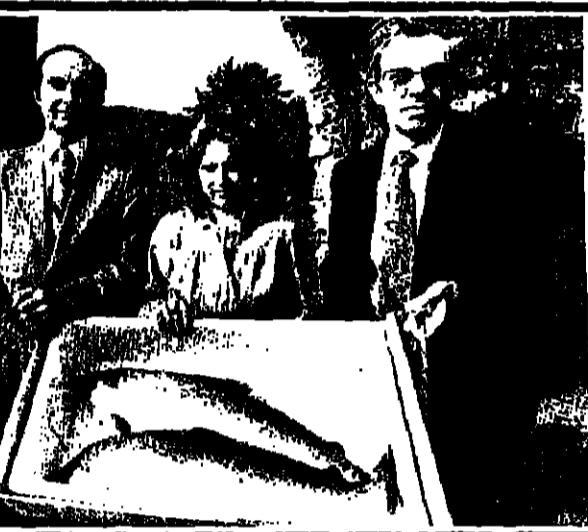
Skipper Bob Mainprize commands the 44-ton Pathfinder which worked the North Sea grounds up to 200 miles out.

Her 504-kit catch consisted of mainly cod and ling and was again landed at Grimsby.



## Giant harvest

**SALMON** weighing up to 27lb. are being harvested at a fish farm on the west coast of Scotland.



## Dartmouth potter

WESTON WORKBOATS specialises in fitting out the Cygnus Marine GRP fishing boat range and has started work on its largest to date — a Cygnus GM37.

This hull is being fitted out as an aft wheelhouse porthole and for Dartmouth owner, Robert Amit.

To be called Ann Virginia, the new boat will have many novel features. She will be the first English fishing boat to be fitted with the Fiat 160hp six-cylinder diesel.

### Four-blade

This will be mated to a Twin-Disc gearbox and will drive a four-bladed propeller supplied by Bruntons. It is believed to be the first time that the firm's four-bladed propeller has been used on a fishing boat of this size.

The vessel is due for completion within the next two months. Weston Workboats is working in a shed which is part of the Uphill Boat Services complex and during the recent bad weather this has greatly speeded up progress.

When this craft is finished, the next order is for a 28-footer for a local owner. Following that there is a possibility of fitting out one of the new Cygnus 43-footers.



Builder David Blackwell with the GM37 for Dartmouth.

**VERSATILITY WORKBOATS**

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100 HOOKS (ANY SIZE, NO EXTRA CHARGE).

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GILL NETS**  
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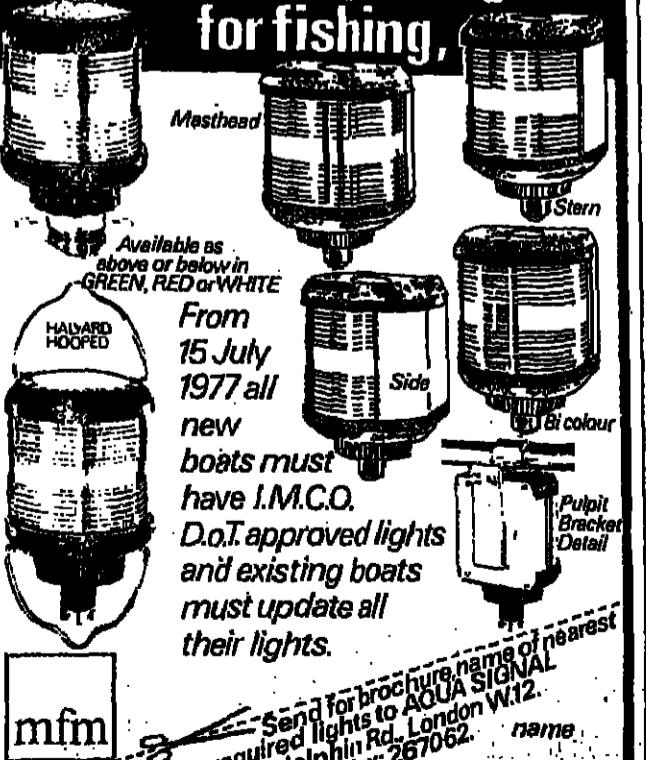
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Send for brochure name of nearest stockist & guide to required lights Ad London W12. Tel: 01-749 2111 Telex: 267062 name

Specify for vessels above below 50 m L.O.A.

# INSHORE at Grimsby

A MONTHLY FEATURE

ANY DOUBTS about the ability of Grimsby's North Sea fleets to fill the big gap in fish supplies left when the distant water trawlers were laid up have been well and truly dispelled by recent results.

The port's pair of trawlers, anchor-seiners and inshore boats have really come good during a pre-Easter spell of fishing which was the best March has produced for several years.

It's strange how quickly fortunes change as both January and February were very spotty, but once that northerly swell and those Arctic winds had subsided the fishing immediately improved beyond all recognition.

The rub, as always, is that all sections stand in need of bigger grossings just to meet the increased operating costs.

Inflation does not stand still and the affluence conjured up by some healthy-looking sales is often paper thin in reality.

Traditionally this is the time of year when a big part of the fleet expects to operate 'in the red' and this time, in spite of recent results, may be no exception. Dock charges alone are up by an average 40 per cent over last year.

It means a welcome return

to fishing for *Shepherd Lass*

after a winter lay-up. The

28-tonner is being fitted out

with a new concrete fishroom

floor and an extra three

tonnes of ballast to bring her

into line with the regulations.

Both *Shepherd Lass* and *Shepherd Lad* have recently moved to the management of the new United Shipping Co. (Grimsby) Ltd. agency which is now finding its feet.

So far the multi-purpose boats *Samantha*, *Tina*, *Ellen* and *Frembek*, the anchor-seiner *Olbek* and the inshore craft *Jillian* and *Lead Us* have also joined United from my Howard's *Esme*.

This friendly company is likely to make a big impact for directors Fred Harrison, John Sharp, John Gardner and Don Pearce are old hands with many years behind them in the fishing industry at Grimsby.

United is specially geared for overland supplies and the management of foreign vessels, particularly the Belgian trade.

Looking at the port's new tonnage order book, it is some time since there was so much

Meanwhile, most of the in-

shore liners working the Humber for winter sprats are thinking ahead to the summer dogging. Once upon a time there was a good living to be made fishing the Humber for cod all-year around, but times have changed.

Local shellfish expert Bill

Anderson and his son, Keith,

are putting *Shepherd Lad*

into the water again.

Above: these new light

aluminium masts by Sparkle

are becoming increasingly popular at Grimsby with pair trawlers.

Below: the anchor-seiner

*Olbek* has transferred to the

new United agency.

Masthead

Available as above or below in GREEN, RED or WHITE

From 15 July 1977 all new boats must have I.M.C.O.

D.o.T. approved lights and existing boats must update all their lights.

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Specify for vessels above below 50 m L.O.A.

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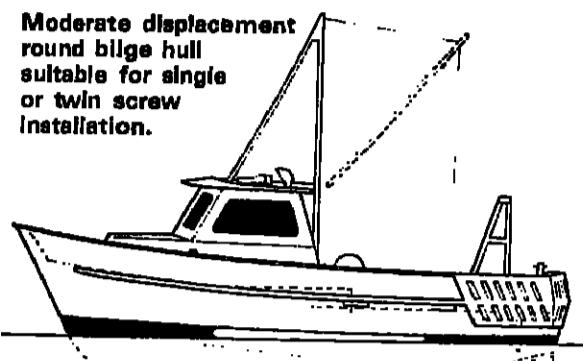
GY318

GY1 389

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LENGTH ... 35 feet  
BEAM ..... 13 feet  
DRAFT ..... 4 feet  
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## Changing to GRP

"I HAVE been using an old 15 ft. clinker-built boat for trammel netting with some success and I would like to replace it with a new glass fibre boat between 15 and 24 ft. long."

Please could send me details of boats of this size which are currently available and can be powered by either an inboard or outboard engine?"

"A 15ft. GRP boat which might suit you very well is the Trevea Cove Boat which was designed by Gary Mitchell of Mevagissey and is moulded by Trevea Marine Ltd., Trevea Lane, Hayle, Cornwall. It can be powered by either an inboard or outboard engine."

"Its overall length is 15 ft. 6 in., waterline length 15 ft., beam 6 ft. 6 in. and draught about 1 ft. 6 in. It can be built to White Fish Authority requirements with heavy duty framing and hull lay-up, and with reinforced gunwale and keel."

"It can also be supplied as an open boat or with a small wheelhouse forward and with a gaff-rigged mizzen mast aft."

"If you beach your boat, a simulated clinker-built hull which is moulded by Pebble Boats at The Boat Yard, 60 Eastbourne Road, Hornsea, North Humberside might suit you. It is 16 ft. 4 in. long with a beam of 6 ft. and weighs only 400 lb."

"It is a scaled down version of a Yorkshire coble, has a deep bow like a coble to facilitate launching through surf and a raked stern for beaching stern first."

"A tunnelled stern gives maximum flow of water for the propeller, and twin keels ensure the boat remains upright when beached."

"The Pebble hull is designed for heavy duty and has steel runners fitted to protect it when being hauled up on white nets."

"I have dyed nets, he writes, with Cuprinol, Cutch and Dylon. Although the most expensive, Cuprinol is the easiest and quickest to use. But the colour fades quickly and before long you are left with white nets."

"I want a fairly fast boat a GRP dory hull, which you could complete and fit out for trammelling, is obtainable from Wadham Stringer (Dell Quay) Ltd., Clovelly Road, Southbourne, Enville, Hampshire."

"It is a little over 17 ft. long, with a beam of about 7 ft. and a draught of less than a foot. It weighs about 800 lb., has a reserve buoyancy of 3,000 lb., and is designed so that it will remain upright when out of the water. Transom height is

"Do you know of any way in which I can reduce the risk of this happening again?"

"One way would be to find out — if your don't already know — approximate distances between which lobsters moult locally and to avoid as far as possible storing them during this time."

"Another would be to install refrigerating equipment and maintain the water in your tank at a low temperature (below 10 deg.C)."

"If you are going to use it, he recommends that you choose a shade deeper than the one you really want "as the dye chart isn't very accurate". He also recommends that you bring the dye bath just to the boil, let the nets simmer in it for two or three minutes and then remove them and hang them up to dry."

"The net he has dyed in this way have retained their colour for two seasons when kept out of bright sunlight. By comparison, dyed nets bought from Sturts (J. & W. Stuart Ltd., Esk Mills, Musselburgh, Midlothian) have retained their colour for five seasons."

"He goes on to say that he has dyed thick nylon netting with a 1:32 mixture of paint and paraffin — and that he has made longlines durable and stiff by treating them with a 1:8 mixture of black bitumen and paraffin."

"If you want to use dyed nets and treated lines, it pays to obtain them already processed, as most makers of nets and lines can do the job less expensively and more efficiently than you can yourself."

### ANY QUESTIONS?

"IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped addressed envelope for reply."

## John Burgess' Log



## Stopping cannibals

"I RECENTLY started to store lobsters in a tank through which I circulated sea water. Last week one cast its shell and, although their claws were tied, was attacked and killed by the others."

"I have dyed nets, he writes, with Cuprinol, Cutch and Dylon. Although the most expensive, Cuprinol is the easiest and quickest to use. But the colour fades quickly and before long you are left with white nets."

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## Installing VHF radio

"I AM going to install a VHF radio telephone in my boat and would like to know whether there are any publications which tell me what procedure to follow when using such a set."

"A publication called *Handbook for Radio Operators* is published by H.M. Stationery Office and is obtainable either direct or through any bookseller. *R/T Operators Handbook* is also useful. Published by Coastal Radio Ltd., a few years ago, copies may still be obtainable direct from the company's headquarters at Westway, Chelmsford, Essex."

## Sinking lures

"WE FIND that we have difficulty in getting rubber sink down to depths at which pollack are feeding during the tides, and we would like to try using paravanes instead of 1lb. or 2lb. lead sinkers for the purpose."

"Any information you can send us about devices used to get lures down deep would be greatly appreciated."

"A device traditionally used for sinking lures is to depth at which bass or snook are feeding is to be fitted with 3in. cylindrically-shaped pieces of lead around it at 18in. intervals — effective, but hard work."

"One type of paravane which you might find effective is a Peach's Otter kit. It consists of an 8 x 3in. piece of plywood with a metal fitting on the leading edge to make it dive and is coated with white and fluorescent orange paint. It is mostly used for taking lures down when mackerel fishing, but can be used with pollock up to 14lb."

"Another type is the Swedish Surfing paravane, which can be used to take lures to depths of 16 fathoms when trolling at 3-4 knots."

"Made of anodised lacquered aluminium, it has a ball-shaped body with vertical and horizontal fins."

"Surfing paravane is made by A. B. Fixbruk of Gothenburg, Sweden, and imported by Estalor Ltd., 2 Neots, Huntingdonshire. Peach's Otters are obtainable from P. L. Peach, Belle Vue, West Street, Axminster, Devon."

"down waiting for the weather to fair away."

"Also badly hit were the few remaining spratlers which have been working off the Tyne and Yorkshire coast through the winter."

"The gales also stopped many gillings and, by the time Grimsby shut down for the Easter holiday, almost three-quarters of the port's fleet of seiners were penned up waiting for the weather to fair away."

"Also badly hit were the few remaining spratlers which have been working off the Tyne and Yorkshire coast through the winter."

"Skippers reported the winds were dispersing the shoals when the vessels could get to sea — so catches suffered accordingly."

## Federation's HQ

"AS I have spent most of my working life as a carpenter and boat builder and also have some engineering experience, I feel competent to tackle a ferro-concrete boat myself."

"Do you know where I could get a set of plans for building a 30ft. trawler boat?"

"You may be able to get a suitable set of plans from Alan F. Hill, 15 High Street, Burnham-on-Crouch, Essex, Farsham Boat Plans, 18 Portchester Road, Fareham, Hampshire; Windham Marine, Port of Wroxham, Norfolk; Wroxham Ltd., Lothian Marine, Carriden Boatyard, Carriden, Bo'ness, West Lothian, Scotland."

"In their natural habitat, lobsters do not moult, move around or feed much in winter. So low temperature water would deter those in your tank both from casting their shells or devouring those that do."

"Another would be to install refrigerating equipment and maintain the water in your tank at a low temperature (below 10 deg.C)."

"If you are going to use it, he recommends that you choose a shade deeper than the one you really want "as the dye chart isn't very accurate". He also recommends that you bring the dye bath just to the boil, let the nets simmer in it for two or three minutes and then remove them and hang them up to dry."

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## Brenda bows out

"BRENDA FISHER (above), the River Humber section of the boat, has been pensioned off because of the sharp fall in the numbers of operational trawlers at Grimsby, is scheduled to retire from service today (Friday)."

"Built by John Harker Ltd., the Royal Dock tidal basin, the 20-ton lug has for nearly 10 years been available for duties outside these hours by prior arrangement with the owners, Humber Workboats (Barton) Ltd., at its Immingham office."

"The fate of Brenda Fisher, which is uncertain and the vessel may well be sold."

"Brenda Fisher was named after the Grimsby long-distance swimmer who held the ladies record time for the English Channel in the 1960s."

"John will be on station in



## FIRST CP PROPELLER FOR VENTURE

"BUCKIE'S 64 ft. seine netter Venture (left) has been fitted with the first Norwegian-made Finnoy controllable pitch propeller to be installed in Scotland."

"The vessel has been re-engined with a Kelvin TAS8 diesel which develops 375 shp at 1,200 rpm to drive the propeller through a Finnoy G30 gearbox of 3.05:1 reduction ratio."

"The propeller and gearbox were manufactured by Finnoy of Norway, which has already fitted similar equipment to a number of Kelvin-powered fishing vessels in the Norwegian fleet. The gear was supplied to Venture by Kelvin."

"The cruiser-sterned Venture is among the smaller Scottish vessels to be fitted with a CP propeller."

"G. L. Watson and Co. designed the boat and she was built by Jones Buckie Shipyard in 1971 for her present owners, Francis and John Lawrence of Buckie. The re-engining has been carried out by Herd and Mackenzie of Buckie, which also fitted her with deck shelter."

"Herd and Mackenzie is building a 75 ft. steel vessel for Skipper William Mackay of Fraserburgh and she will be powered by a 600 hp Kelvin engine turning a Finnoy CP propeller through a 4:1 reduction gearbox."

## £14,000 trip from Iceland

"THERE was a total turn out of 1,768 kits of wet fish landings at Hull on Tuesday."

"One of the two vessels landing was the Icelandic trawler *Fylki*, which made £13,924 for 448 kits, including 100 kits of haddock averaging £41.66 per kit."

"There was also a part landing by Hamling's *St. Giles*. The vessel had a mechanical breakdown during unloading after being on a 24-day trip to Norway coast under the command of Skipper J. Humphreys."

"*St. Giles* grossed £42,924 for 1,315 kits. It was estimated that a further 700 kits awaited landing for the Wednesday market."

## Performance Reliability

### The Simrad range

#### Sonars

SU ST SQ-D SQ-4 SK-3 SL

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New CQ Sonar Scope

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Skipper Dennis Reid and Crew of  
CONQUEST  
and wish them good fortune!

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**GL WATSON & CO LTD**

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EQUIPMENT

# CONQUEST'S 1000 1000-BOX HOOD

A SKIPPER who helped pioneer fishroom cooling plants aboard Scottish seiners has had a new boat built with an even larger cooling system fitted. He is Buckie skipper, Dennis Reid, whose new *Conquest* was delivered earlier this month.

Fishroom cooling plants are arousing a great deal of interest among fishermen at present as they help to secure top prices for catches.

The equipment has a double advantage: the catch can be held at just above freezing point and the ice can be prevented from melting too quickly.

**Seiners**

Already a number of Scottish seiners have systems fitted and the latest is the 79ft. *Conquest* from the Buckie yard of George Thomson and Son.

Skipper Reid was among the first Scottish fishermen to use a cooling plant as he had one fitted to his previous vessel, also named *Conquest*, built by Thomson in 1972.

The plant was manufactured by the Aberdeen-based firm of Currie and Thomson (Engineers) Ltd. and Skipper Reid asked the same company to supply the system for his new vessel.

Currie and Thomson has been making fishroom cooling plant for nine years and the new *Conquest* has the largest system it has fitted to date.

Six cooling evaporators are mounted in the deckhead of the fishroom but, normally, only the four in the after part will be in use.

Extra boxes can be stowed in the fore part of the fishroom during heavy fishing and the two extra cooling evaporators can be brought into use by means of a solenoid switch controlled in the wheelhouse.

**David F.  
Sutherland  
& Son**

**Winch  
Manufacturers**

**SHORE STREET  
LOSSIEMOUTH**  
PHONE 3094

The fishroom is 36ft. long and estimated to have a total capacity for 1,000 boxes of fish.

It is insulated on sides, deckhead and bulkheads with polystyrene lined with timber and faced with aluminium sheet, and is served by two steel hatches with aluminium covers.

Stanchions and boards are of aluminium and the ice lockers and an area for shelving are arranged amidships. The five hp compressor

unit for the cooling plant, driven from the 110V electricity supply, is fitted in the forepeak.

An automatic valve controls the flow of water through the water cooled condenser to give a more accurate control of the condensing medium.

The plant is fully automatic with a Cambridge Instrument alarm control system which incorporates thermostatic control of the fishroom temperature.

*Conquest*, designed by G.

L. Watson and Co., is the third vessel to be built by Thomson for Skipper Reid.

Of wooden-hulled construction, she has a cubic stern and beam of 23ft. She is equipped for seine netting, present, but is capable of single or two boat trawling.

Caledonian Engine Ltd supplied the Caterpillar 130 eight cylinder V - form propulsion engine which gives 665 hp at 1,226 rpm to drive the fixed-pitch propeller through a Caterpillar gearbox.

A hydraulic pump unit

driven from the main engine is also driven by a Sutherland gearmotor feature is shown on page 12

Sutherland saline which The Lossie pump which is fitted to the end of the Conquest, one of the seiners in the fleet. Bottom Hydraulics rope reels and saline rope

## Power and Efficiency from Lossie Hydraulics for Skipper Dennis Reid's new seiner

**CONQUEST**

**HAVING CHOSEN  
OUR ROPE REELS,  
POWER BLOCK  
AND  
LANDING WINCH**

**POWER BLOCKS - (UP TO 36" DIA. SHEAVES)**

**MULTI-SHEAVE NET HAULERS - (16" DIA. SHEAVE)**

**GILL NET HAULERS - (17" DIA. SHEAVE)**

**DISCHARGE WINCHES - (SPEED OF 120FT/MIN. OR  
MORE. 1 TON PULL)**

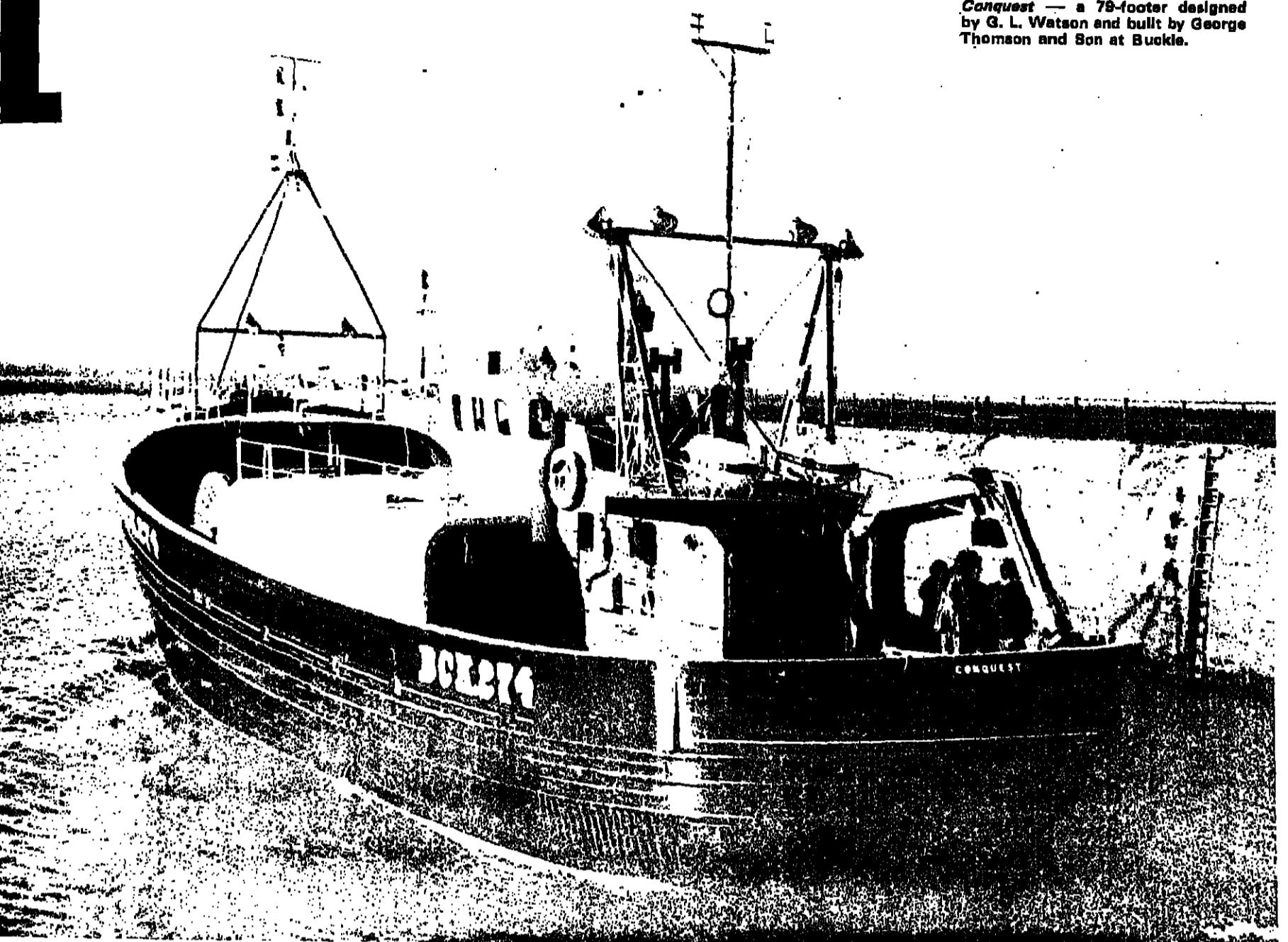
**NET DRUMS - (4, 6, 8, 10 & 13 TON PULL)**

**ROPE REELS - (9 COILS, 21" ROPE UP TO 24 COILS, 31" ROPE)**

**ANCHOR WINDLASS**

**GILSON WINCHES - 6 TONS LIFTING CAPACITY**

*Conquest* — a 79-footer designed by G. L. Watson and built by George Thomson and Son at Buckie.



**Scottish engineering skill  
at the service of skippers  
throughout the world**



**LOSSIE HYDRAULIC COMPANY LTD.**

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SERVICE DEPOT, PETERHEAD. Tel: 0779 3947



March 31, 1978

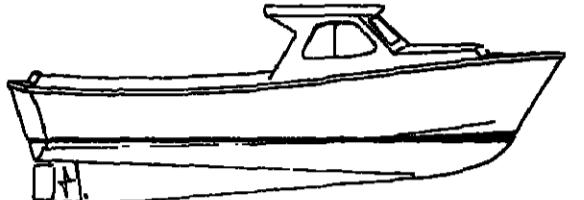
# LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX  
Telephone Rye 3724

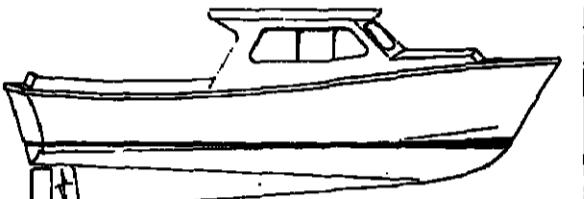
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

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Factory premises, designs and production techniques have all been approved by LLOYDS - DET NORSKE VERITAS - W.F.A. - D.T.I.  
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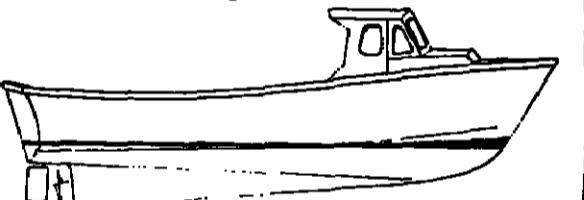
Fast Fisherman/Charter Angler



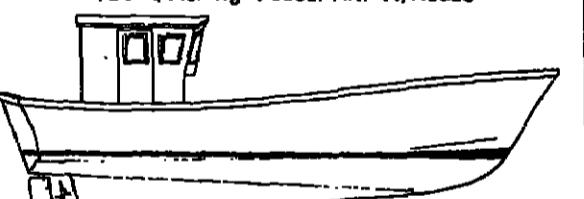
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Hull design: Robert Tucker, A.R.I.N.A.  
ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

**FAST — STABLE — SEAWORTHY**

The choice of professionals who know the sea and demand the best.

**WEST COUNTRY**  
RADAR — RADIO/TELEPHONES — AUTOPILOTS  
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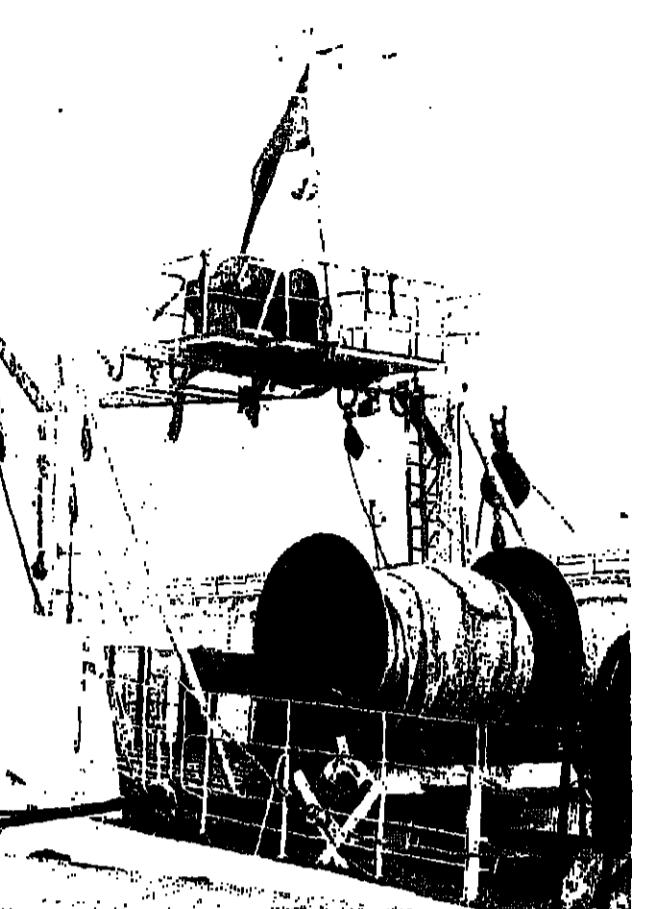
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Marine electronic equipment at its best.

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# Converted 'Corsair'



Above: Arctic Corsair's new aft fishing deck including main net drum and net sounder winch (on gantry).

ONE of the biggest side trawlers in the British fleet has had an expensive conversion for pelagic fishing.

The 182ft. Arctic Corsair was sent to the Norwegian firm of Kamoy which undertook the extensive conversion work.

Now operating on the south-west mackerel grounds, Arctic Corsair is due to be switched to Scotland when the blue whiting season starts next month.

Karmoy hydraulic systems were used throughout the vessel for powering a net drum and a drying-up drum. A German Walker conveyor system has been installed.

Below deck, extensive alterations have been made. This allows the vessel to carry 2,000 kits of bulk fish and there are five tanks for carrying 135-tonnes of pelagic fish.

After the catch has

been handled on the drying up drum, it is brought aboard with a 12in. Karmoy fish pump. The net is brought alongside the craft.

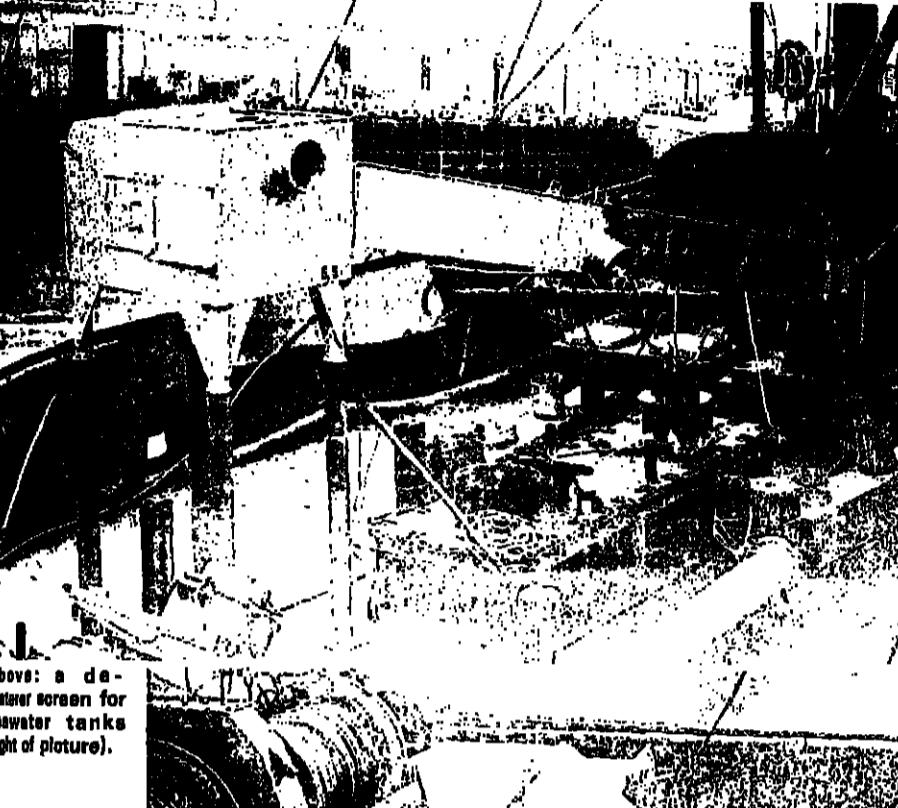
Future plans for the vessel include the installation of refrigerated seawater tanks.

Arctic Corsair is not the first side trawler to be converted for pelagic fishing. Consolidated Fisheries has tried out Real Madrid, Crystal Palace and Cantilever.

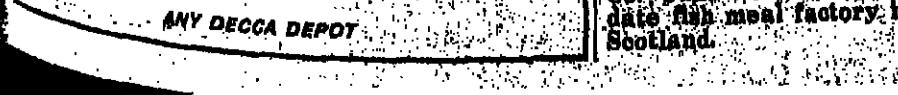
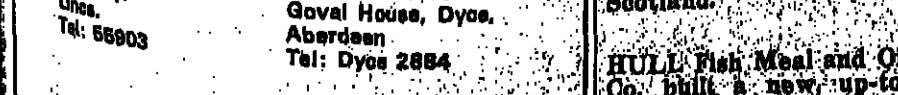
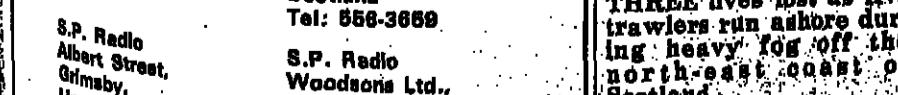
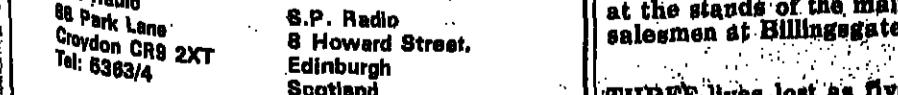
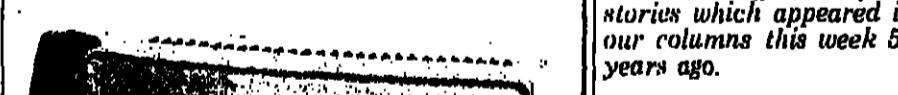
Plans announced early last year for the Boston Group to convert a number of side-fishers for a multi-purpose role on pelagic and demersal fish did not come off. Boston, at one time, expected to convert Prince Philip, Boston Phantom and Boston Kestrel. However, the 84-tonnes mackerel limit came in and the plans were cancelled.

Below deck, extensive alterations have been made. This allows the vessel to carry 2,000 kits of bulk fish and there are five tanks for carrying 135-tonnes of pelagic fish.

After the catch has



Below: discharge motor and deck lattice for in-tunnel lift.





# Official and Classified ADVERTISEMENTS

Continued from Page 17

## VESSELS FOR SALE



47ft. x 16ft. 6in. x 8ft. trawler, built 1976. Diesel 220hp. twin shaft, 4ft. circumference, for six steel wheelhouse, sounder and R/T ship's property. VHF hired. Large fishroom, four galleys, quantity fishing gear, very strong vessel. Offers. Telephone Amble 830089.

13'11" passenger vessel, 80ft. x 14ft., twin engines, class six for 117, £9,500 or exchange for a passenger vessel up to 30t. with cash adjustment. 18 High Street, Ramsgate, telephone: Thanet (0343) 538177.

38ft. 6in. steel stern trawler, forward wheelhouse, built Hull 1976, twin shaft, 4ft. circumference, for six, 120ft. fathoms warp, one twin rudder. Color cooker, sink, ship's property. Furuno radar, G5000 echograph, Coast Viking VHF, hydraulic steering, three trawls, wired for Deco Mk21. Telephone: Subby 284100.

STEEL stern trawler, aft wheelhouse, 34ft. x 12ft. x 4.75ft., built Portlethen Shipyard, 1971. Ford 118hp diesel, Brixham trawl winch, 2,000lbts. capacity. Kelvin Hughes sounder. Watson R.M. flatline from Poole. £11,500. Telephone: Bournemouth (0202) 703888.

SOFT GRP launch for sale, 8ft. 8in. beam, 5ft. moulded depth, raised bow, heavy bow. Lincoln diesel engine, £3,500 inc. VAT. Below Bayley Limited, 44 Priory Road, St. Davids, Southampton SO9 1LT, Hants. Telephone: Southampton 55145 or 558576.

## M/V "LUSTRE"

(LK.318)  
Built 1957. West. Built Length 40ft. 33ft. registered 30ft. Ford 10BHP C. Power installed 1974, trawl winch 300 fathoms capacity per side, galleys aft.  
Electronics: Kelvin Hughes VHF, Citizen R/T, Seaview VHF, Electronic Marine 6000. Gear included in sale. Two wif. vats, one industrial trawl, two queen and three scallop dredges, doors  
Further particulars from:

### LHD LTD

5 Alexander Buildings, Larwick Tel. Larwick 3708. Telex 78398

CHEVERTON 36ft. Perkins 36hp, small cabin, 2 berths, central wheelhouse, large cockpit, very good condition, delivered U.K. mainland, price £8,750. Apply Trade Winds, telephone: Abercorth 2530.

GRP Cymrus, Falmouth fast fisherman, 33ft. x 12ft. x 4ft., Ford Tempstar 120hp, VHF radio, Krupp Atlas 240 meter, dual purpose workboat, piloted, PNF Duer hauler recently installed, radio, water tank hauler optional. Engine: 2 x R.G. Cummins, 28 Tresteswest Estate, St. Kewne, Helston, Cornwall TR12 6RA. Telephone St. Keverne 651.

24FT Fibreglass lifeboat for sale. Two motor with Volvo Penta diesel engines £1,500 each. Two seats at £1,000 each. With certificate Boatyard Limited, 44 Priory Road, St. Davids, Southampton, SO9 1LT, Hants. Telephone: Southampton 55145.

MTS Morecambe Bay snacker, 32ft. x 10ft. x 4ft. RNLI 31:1 F/NR. Good condition all round. £3,000 o.n.c. John Clark, 8 Derwent Close, Seaton, Worthington.

FHM rate. MFV 49ft. no. 49ft. registered. Kelvin Hughes watchkeeper, Seawace MkII, radar, M538 echo sounder, forward VHF boat's property. Decac MK12, liferaft on hire. Ideal for conversion. Tel: Sunderland 78618.

HEAVY duty 11'23, two years old, forward wheelhouse, two berths, color cooker, Lister air cooled, North Sea winch, VHF radio, Sensible sounder, full navigation and working lights. Teleflex steering, Morse controls, everything in excellent condition. Telephone: Abercorth 2949.

38ft. carvel built MFV, forward four cylinder diesel, hydraulic gearbox, above and VHF radios, echo sounder and winch. Telephone: 03708 4925.

1973 Ferro Cement boat, 32ft. 80hp BMC, boat and engine in like condition. £4,750. Telephone Scilly Isles 563.

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(All nets 100 yards stretched)

TRAMMEL NETS: Top quality British nylon liners, 1.7mm braided polythene 24in. cutters. Rigged with 6mm Greenfil/spun nylon rope, 1003 floats.

32 nylon in. mesh to fish 80yds x 3ft... £43.00+£2. car+VAT  
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32 nylon in. mesh to fish 80yds x 6ft... £50.00+£2. car+VAT  
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5ft. x 10ft. x 3ft. 6in., angling net, fully rigged 5ft. x 10ft. x 3ft. it is 191.80 including VAT, carriage paid. C. P. Harvey, 58 Manor Road, Selsey, Sussex.

40ft. passenger angling vessel, LY71 Whiddy built, transom stern boat, 25ft. x 8ft. x 3ft. 6in. arch on oaks. Lister 30hp 21:1 need parts only, sound throughout with extras. £4,500. Telephone: Castleton, Yorkshire 782 6-p.m.

IP 23 heavy duty hull, forward wheelhouse, BMC 2.2 diesel, many extras, fully insured, £4,500. Telephone: Worthing 33008.

38ft. x 12ft. GRP angling boat, 72hp Ford, VHF, Seacore etc. Details: Knott End 81073.

5ft. x 10ft. x 3ft. 6in., angling net, fully rigged 5ft. x 10ft. x 3ft. it is 191.80 including VAT, carriage paid. C. P. Harvey, 58 Manor Road, Selsey, Sussex.

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